



**Maldives Civil Aviation Authority**  
**Republic of Maldives**

**Maldivian Civil Aviation Regulations**

# **MCAR-26 Additional Airworthiness Specifications for Operations**

**Issue 1, Amendment 0, 1 July 2018**

## **Foreword**

Maldives Civil Aviation Authority, in exercise of the powers conferred on it under Articles 5 and 6 of the Maldives Civil Aviation Authority Act 2/2012 has adopted this Regulation.

This Regulation shall be cited as 'MCAR-26 Additional Airworthiness Specifications for Operations' and shall come in to force on 01 July 2018.

Definitions of the terms and abbreviations used in this regulation, unless the context requires otherwise, are in MCAR-1 Definitions and Abbreviations.

'Acceptable Means of Compliance' (AMC) illustrate a means, or several alternative means, but not necessarily the only possible means by which a requirement can be met.

'Guidance Material' (GM) helps to illustrate the meaning of a requirement.

**For the Civil Aviation Authority**  
Hussain Jaleel  
**Chief Executive**

[illegible]

[illegible]

[illegible]

## Table of Contents

Foreword	-----	ii
List of Amendments	-----	iii
List of Effective Pages	-----	iv
Table of Contents	-----	vi

## **Section A — TECHNICAL REQUIREMENTS**

**1**

### **Subpart A — GENERAL PROVISIONS** -----**2**

MCAR-26.A.01	Effectivity	-----	2
MCAR-26.A.05	Definitions	-----	2
MCAR-26.A.10	Scope	-----	2
MCAR-26.A.20	Temporary Inoperative Equipment	-----	2
MCAR-26.A.30	Demonstration of Compliance	-----	2

### **Subpart B — LARGE AEROPLANES** -----**3**

MCAR-26.A.50	Seats, Berths, Safety Belts, And Harnesses	-----	3
MCAR-26.A.100	Location Of Emergency Exits	-----	3
MCAR-26.A.105	Emergency Exit Access	-----	3
MCAR-26.A.110	Emergency Exit Markings	-----	3
MCAR-26.A.120	Interior Emergency Lighting And Emergency Light Operation	-----	3
MCAR-26.A.150	Compartment Interiors	-----	3
MCAR-26.A.155	Flammability Of Cargo Compartment Liners	-----	4
MCAR-26.A.160	Lavatory Fire Protection	-----	4
MCAR-26.A.200	Landing Gear Aural Warning	-----	4
MCAR-26.A.250	Flight Crew Compartment Door Operating Systems – Single Incapacitation	-----	4

## **Section B — PROCEDURE FOR THE CAA**

**5**

## **Section A — TECHNICAL REQUIREMENTS**

## **Subpart A — GENERAL PROVISIONS**

### **MCAR-26.A.01      Effectivity**

- (a) This issue of MCAR-26 becomes effective on 01 July 2018.

### **MCAR-26.A.05      Definitions**

- (a) 'large aeroplane' shall mean an aeroplane that has the EASA Certification Specifications for large aeroplanes 'EASA CS-25' or equivalent in its certification basis.
- (b) 'contracting state' shall mean a State which has adhered to the Chicago Convention on International Civil Aviation, whether or not it is a member of the United Nation (UN) and/or any of its other Agencies.

### **MCAR-26.A.10      Scope**

- (a) This Regulation lays down common additional airworthiness specifications in order to support the continuing airworthiness and safety improvements of:
1. aircraft registered in the Maldives;
  2. aircraft registered in a Contracting State other than Maldives and used by an operator for which the Maldives ensures oversight.

### **MCAR-26.A.20      Temporary Inoperative Equipment**

- (a) A flight shall not be commenced when any of the aircraft's instruments, items of equipment, or functions required by this regulation are inoperative or missing unless waived by the operator's Minimum Equipment List as defined in Part-ORO.MLR.105 and approved by the CAA.

### **MCAR-26.A.30      Demonstration of Compliance**

- (a) The CAA may issue detailed and specific certification specifications as standard means to show compliance of products with this regulation.
- (b) Operators may demonstrate compliance with the requirements of this regulations by complying with:
1. The detailed specification issued by the CAA under paragraph (a); or
  2. the detailed specifications contained in EASA CS-26 or the equivalent specifications issued by EASA under EASA Part 21.A.16A; or
  3. technical standards offering an equivalent level of safety as those included in those specifications.



## **Subpart B — LARGE AEROPLANES**

### **MCAR-26.A.50      Seats, Berths, Safety Belts, And Harnesses**

Operators of large aeroplanes used in commercial air transport, type certified on or after 1 January 1958, shall ensure that each flight or cabin crew member seat and its restraint system are configured in order to provide an optimum level of protection in an emergency landing whilst allowing the occupant's necessary functions and facilitating rapid egress.

### **MCAR-26.A.100      Location Of Emergency Exits**

Except for aeroplanes having an emergency exit configuration installed and approved prior to 1 April 1999, operators of large aeroplanes used in commercial air transport having a maximum operational passenger seating configuration of more than nineteen with one or more emergency exits deactivated shall ensure that the distance(s) between the remaining exits remains (remain) compatible with effective evacuation.

### **MCAR-26.A.105      Emergency Exit Access**

Operators of large aeroplanes used in commercial air transport shall provide means to facilitate the rapid and easy movement of each passenger from their seat to any of the emergency exits in case of an emergency evacuation.

### **MCAR-26.A.110      Emergency Exit Markings**

Operators of large aeroplanes used in commercial air transport shall comply with the following:

- (a) means shall be provided to facilitate the location, access, and operation of emergency exits by cabin occupants under foreseeable conditions in the cabin in case of an emergency evacuation;
- (b) means shall be provided to facilitate the location and operation of emergency exits by personnel on the outside of the aeroplane in case of an emergency evacuation.

### **MCAR-26.A.120      Interior Emergency Lighting And Emergency Light Operation**

Operators of large aeroplanes used in commercial air transport shall provide means to ensure that illuminated exit signage, general cabin and exit area illumination, and low level exit path illumination is available to facilitate the location of exits and movement of passengers to the exits in case of emergency evacuation.

### **MCAR-26.A.150      Compartment Interiors**

Operators of large aeroplanes used in commercial air transport shall comply with the following:

- (a) all materials and equipment used in compartments occupied by the crew or passengers shall demonstrate flammability characteristics compatible with minimising the effects of in-flight fires and the maintenance of survivable conditions in the cabin for a time commensurate with that needed to evacuate the aircraft;

- (b) smoking prohibition shall be indicated with placards;
- (c) disposal receptacles shall be such that containment of an internal fire is ensured; such receptacles shall be marked to prohibit the disposal of smoking materials.

**MCAR-26.A.155      Flammability Of Cargo Compartment Liners**

Operators of large aeroplanes used in commercial air transport, type certified after 1 January 1958, shall ensure that the liners of Class C or Class D cargo compartments are constructed of materials that adequately prevent the effects of a fire in the compartment from endangering the aircraft or its occupants.

**MCAR-26.A.160      Lavatory Fire Protection**

Operators of large aeroplanes used in commercial air transport with a maximum operational passenger seating configuration of more than 19 shall comply with the following:

Lavatories shall be equipped with:

- (a) smoke detection means;
- (b) means to automatically extinguish a fire occurring in each disposal receptacle.

**MCAR-26.A.200      Landing Gear Aural Warning**

Operators of large aeroplanes used in commercial air transport shall ensure that an appropriate landing gear aural warning device is installed in order to significantly reduce the likelihood of landings with landing gear inadvertently retracted.

**MCAR-26.A.250      Flight Crew Compartment Door Operating Systems - Single Incapacitation**

Operators of large aeroplanes used in commercial air transport shall ensure that flight crew compartment door operating systems, where installed, be provided with alternate opening means in order to facilitate access by cabin crew members into the flight crew compartment in the case of a single flight crew member incapacitation.

## **Section B — PROCEDURE FOR THE CAA**

INTENTIONALLY LEFT BLANK